

**Ramona Community Planning Group**  
**15873 Hwy 67 – Ramona, CA 92065**  
**April 13, 2011**  
**7:00 PM @ Ramona Community Center, 434 Aqua Lane**  
**Community Workshop on**  
**Highland Valley/Dye/Hwy 67 Intersection**  
**MINUTES**

A special meeting of the Ramona Community Planning Group (RCPG) was held April 13, 2011, at 7 p.m., at the Ramona Community Center, 434 Aqua Lane, Ramona, California.

In Attendance:	Scotty Ensign	Bob Hailey	Carl Hickman
	Kristi Mansolf	Jim Piva	Dennis Sprong
	Paul Stykel	Angus Tobiason (Arr 7:10)	Richard Tomlinson (Arr 7:05)
	Kevin Wallace		

Excused Absence: Chris Anderson, Chad Anderson, Torry Brean, Matt Deskovick and Eb Hogervorst.

Jim Piva, RCPG Chair, acted as Chair of the meeting. Kristi Mansolf, RCPG Secretary, acted as Secretary of the meeting.

**ITEM 1: The Chair Called the Meeting to Order at 7:00 p.m.**

**ITEM 2: Pledge of Allegiance**

**ITEM 3: DETERMINATION OF A QUORUM (Mansolf) – The Secretary Determined A Quorum was Present**

**ITEM 4: Announcements and Correspondence Received**

Ms. Mansolf said that the Secretary of the County Traffic Advisory Committee (TAC) notified the RCPG that the Haverford speed and intersection issue will be reviewed at the April 29 TAC meeting.

**ITEM 5: Non-Agenda Items – None**

**ITEM 6: This Meeting is a Community Workshop regarding the Highland Valley/Dye/Hwy 67 Intersection. The current design/plan of the intersection will be reviewed. Public comments on the design/plan are invited (Action)**

Mr. Hickman presented the item. The signal currently at the Highland Valley/Dye/Hwy 67 intersection was installed in approximately 1991 by the County. The signal is operated by CalTrans. There have been many small projects over the years along Hwy 67, but none have addressed the road capacity. Our community has pressed CalTrans and the County

for solutions. There is a Hwy 67 subcommittee that has had some meetings with CalTrans and Supervisor Jacob. Fairly recently the signal was adjusted which made a small improvement to traffic during peaks hours. State Route (SR) 67 is on a list to be improved in the San Diego Regional Transportation Plan 2050. Something needs to be done now.

Roads need to be engineered properly. There is a development that will be built in the community that will be impacting this intersection. The developer is willing to listen to the community when designing this intersection and he has said he will do what we want. Mr. Hickman has a newer design than what the developer proposed. Much of the pavement is already there so the right of way "take" is minimal to make it happen.

Mr. Hickman said that advances have been made to traffic signals so that with a fiber optic cable, traffic signals can be coordinated and work together from an office downtown. CalTrans also has the ability to coordinate their signals, too.

Mr. Hickman drew upon several documents in coming up with his presentation, including: the CalTrans Project Study Report, June, 2009; CalTrans Traffic Signal Turning Plans, September 16, 2008; and the Montecito Ranch Traffic Impact Analysis. In the CalTrans Project Study Report completed for SR-67, 3 possible alternatives are presented for Mussey Grade Road, and all have a traffic signal.

Mr. Hickman counted cars and observed traffic movements at the Mussey Grade/SR-67 intersection from 4 to 5 p.m. April 12. Northbound on Mussey Grade Road, 33 cars turned left onto SR-67; northbound on Mussey Grade Road, 72 cars turned right onto SR-67; westbound on SR-67, 87 cars turned onto Mussey Grade Road; eastbound on SR-67, 67 cars made a right turn onto Mussey Grade Road. This is a total of 259 cars in 1 hour. Critical to the intersection are the northbound and westbound traffic movements, which total 192 in 1 hour. People stop to let these people through, and a backup is caused which can stretch to Archie Moore Road. His traffic modeling shows how the backup is improved when the light is added at Mussey Grade Road. CalTrans is not aware of the backup caused at this intersection. CalTrans is interested in collision data. Mussey Grade Road meets other warrants, but not collision warrants.

The RCPG can approve or deny this newest proposal. He has worked with the developer's engineer. There needs to be a cost estimate for roadway design. The old proposal, discussed over the last 10 years, was originally estimated to cost \$4 million. Today it would cost \$7 million to build. After obtaining the cost estimate, the design would be presented to the County and Caltrans, and Supervisor Jacob if she wants to see it. This will be presented as the plan the community wants. It is important to speak as one voice as a community.

Mr. Hickman showed the traffic modeling with the existing conditions and with the new design, to include a stoplight at Mussey Grade Road. The new design for Highland Valley/Dye Road/Hwy 67 includes 2 left turn lanes, 1 through lane and 1 right turn lane onto SR-67 from Dye Road. Going south on Highland Valley Road onto SR-67, there will

be 2 left turn lanes, 1 through lane and 1 right turn lane. SR-67 will have 2 through lanes in both directions to past the Mussey Grade connection.

Speaker: Eileen Sampson, Ramona Resident

Ms. Sampson asked what the timeframe was for the intersection improvements. She is concerned that the intersections serves the churches in that area and asked that things don't get torn up. Will the infrastructure – electric, water and sewer be taken into consideration? For the record, she waited at the Highland Valley/Dye/Hwy 67 intersection for just under 4 minutes on April 13.

Mr. Hickman said adjustments have been made to the signal which were an improvement. There is no way to know when the project will go to construction. How long will construction last? The entire construction could be done in 9 months. All utilities will be considered.

Speaker: George Boggs, Ramona Resident

Mr. Boggs complimented Mr. Driscoll on his newest map. Mr. Boggs would like to see a safety factor added for Fire Station 82 -- he wants to see the Fire Department have the equipment to be able to change the light.

Speaker: Cheryl Snyder, Ramona Resident

Ms. Snyder would like to see an overpass or underpass where SR-67 intersects with Mussey Grade Road. She said the new proposal would be like putting a band-aid on cancer.

Mr. Hickman said that an overpass/grade separation is a solution, but CalTrans doesn't want to do it. If a signal at Mussey Grade Road is working with the signal at Highland Valley/Dye/SR-67, we won't even know it is there.

Speaker: Julie King, Ramona Resident

Ms. King is concerned that the traffic modeling is not accurate and she doesn't think a stoplight at Mussey Grade Road will help traffic. She doesn't want to see more traffic lights in Ramona. She thinks the lane improvements at the Highland Valley/Dye/Hwy 67 intersection will help.

Speaker: Kevin Wallace, Ramona Resident

Mr. Wallace is opposed to a signal at Mussey Grade Road and extending the lanes. The model doesn't show how far the improvements will extend. He wants to see what happens when the 2 through lanes merge into 1. People drive badly when there is a merge lane – speeding and slamming on their brakes. He supports improvements at the Highland Valley/Dye/Hwy 67 intersection, but not at Mussey Grade Road.

Speaker: Douglas Scholl, Ramona Resident

Mr. Scholl asked Mr. Hickman if the traffic signals on Poway Road and Scripps Parkway are interconnected? If not, in an evacuation, there will be a problem again in future evacuations.

Mr. Hickman said they were not interconnected.

Speaker: Angus Tobiason, Ramona Resident

Mr. Tobiason has been driving on Mussey Grade Road since 1943. He feels the square box culvert and the stop sign are too close to the road, making it hard to extend a 2 lane road to Dye. Not even 1500 feet would be needed. Another lane would help.

Speaker: Sharon Lynch, Ramona Resident

Ms. Lynch said she doesn't see people letting traffic on Mussey Grade Road through unless the cars are going 2 mph. She can't see how that is causing a problem back to Archie Moore Road. They are already going slow. She thinks the left turn lane is too short onto Hwy 67 from the Highland Valley/Dye light – only a few cars get through in each light cycle.

The Chair said the key is to speak as one voice. We will be told to go back to our constituents if there is a lot of confusion over what people want for these intersection improvements.

Ms. Mansolf is concerned that if improvements are made at the Highland Valley/Dye/Hwy 67 intersection and not at Mussey Grade Road, there may still be traffic flow problems.

Mr. Tomlinson is an engineer. As an engineer he models everything. He trusts the model.

Mr. Ensign asked if there is any way to do a presentation on an evacuation model?

Mr. Hickman said that modeling can be done by time of day or event. If there is a predetermined plan, this can be implemented immediately in Kearny Mesa at the CalTrans office.

Mr. Hailey said that our rural character is still here. As communities grow, rural character is diminished. Growth has to be accommodated. There will be smarter traffic signals over the years.

The Chair said he appreciates keeping Ramona rural. There are plans for 2 or 3 developments that will happen and they must be planned for. We will have one shot at this intersection with CalTrans. If we only fix it for the problems today without considering

future growth, we will have the same problems again in the near future. We are trying to plan for the future.

Mr. Stykel doesn't want to see more traffic in Ramona. The Cumming Ranch and Montecito Ranch projects will present more traffic. Mr. Stykel asked if the model for improvements could be run for the Highland Valley/Dye/Hwy 67 intersection with no improvements at Mussey Grade Road?

Mr. Hickman said we will see the same backup without the improvements at Mussey Grade Road.

Mr. Wallace said he is against the Mussey Grade signal. He would like to see the modeling without Mussey Grade improvements.

Mr. Hickman said the future will bring additional cars to our roadways. Development will happen whether or not the intersection improvements are made. If we do nothing, when development does occur, it will bring 1500 to 2000 cars to the roadway, and traffic will back up past Archie Moore Road. He doesn't feel CalTrans will allow the additional lanes without the Mussey Grade Road signal for safety reasons.

**MOTION: TO TABLE UNTIL THE SIMULATION HAS BEEN RUN AS DISCUSSED WITH NO IMPROVEMENTS AT MUSSEY GRADE ROAD AND HWY 67, BUT WITH ALL OTHER IMPROVEMENTS AS PRESENTED.**

Upon motion made by Richard Tomlinson and seconded by Bob Hailey, the motion **passed 9-0-1-0-5**, with Carl Hickman abstaining, and Chad Anderson, Chris Anderson, Torry Brean, Matt Deskovick and Eb Hogervorst absent.

**ITEM 7: Adjournment**

Respectfully submitted,

Kristi Mansolf